

### **AMENDMENTS TO THE DRAWINGS**

The attached replacement sheet of drawings includes changes to Figure 1. The attached replacement sheet, which includes Figures 1 and 3, replaces the original sheet including Figures 1 and 3.

Attachment: Replacement Sheet

## **REMARKS**

Claims 1-23 are now pending in the application and stand rejected. The Examiner is respectfully requested to reconsider and withdraw the rejections in view of the amendments and remarks contained herein.

## **DRAWINGS**

The drawings stand objected to for certain informalities. Applicant has attached revised drawings for the Examiner's approval. In the attached replacement sheet of drawings, legends have been added to Figure 1 to indicate cockpit and passenger cabin areas of the aircraft 12.

## **REJECTION UNDER 35 U.S.C. § 112**

Claims 1-14 stand rejected under 35 U.S.C. § 112, second paragraph, as being indefinite for failing to particularly point and distinctly claim the subject matter which Applicant regards as the invention. Accordingly, amendments have been made to claims 1, 4 and 8 to overcome the rejections of the claims under 35 U.S.C. § 112.

## **REJECTION UNDER 35 U.S.C. § 102**

Claims 1-23 stand rejected under 35 U.S.C. § 102(e) as being anticipated by Anthony et al. (U.S. Pat. No. 6,559,769). This rejection is respectfully traversed.

Claim 1 is amended to recite a visual monitoring system for monitoring an interior area of an aircraft, including "...a modem for converting said streaming video signal into a data stream output; wherein said electronics subsystem is retrofitted on said aircraft for connection with an existing in-flight telephone system that transmits the data stream output to said monitoring station."

Anthony et al. do not describe using an in-flight telephone system previously provided for use in the aircraft. The system of Anthony et al. may be configured with wireless modems 310 and 320 for cellular and satellite transmission (FIG. 5). Such transmissions, however, may or may not be feasible from an aircraft during flight, in view of possible interference with aircraft cockpit and other signals. In contrast, an existing in-flight telephone system provided for use in an aircraft, as known in the art, is specifically configured to avoid interference with aircraft signals. Further, Anthony et al. do not describe an intermediate system (such as an in-flight telephone system) on an aircraft that receives signals from the security system and transmits the signal from the aircraft.

In contrast to the system of Anthony et al., one configuration of the system recited in amended claim 1 can easily be retrofitted to existing aircraft, without the need for satellite transponders or other expensive systems (specification, paragraphs 2 and 24). Applicant submits that claim 1 as amended should be allowed.

Claims 2-7 depend from claim 1. Applicant submits that claims 2-7, when considered together with the recitations of claim 1, also should be allowed.

Referring to independent claim 8, the claim is amended to recite a visual monitoring system for monitoring an interior area of an aircraft, including “....a modem disposed within said enclosure for converting said streaming video signal into a data stream output, said modem operatively connected between the processor and an existing in-flight telephone system on said aircraft; wherein the existing in-flight telephone system transmits the data stream output from the modem to said monitoring station.”

Anthony et al. do not describe a modem operatively connected between a processor and an existing in-flight telephone system on an aircraft. Applicant submits that claim 8 as amended should be allowed.

Claims 9-14 depend from claim 8. Applicant submits that claims 9-14, when considered together with the recitations of claim 8, also should be allowed.

Referring to independent claim 15, the claim is amended to recite a visual monitoring system for monitoring an interior area of an aircraft, comprising "...an existing in-flight telephone system on said aircraft to which said visual monitoring system is retrofitted; wherein said in-flight telephone system transmits the data stream output to said ground station."

As previously discussed with reference to claim 1, Anthony et al. do not describe an existing in-flight telephone system on an aircraft. Applicant submits that claim 15 as amended should be allowed.

Claims 16-19 depend from claim 15. Applicant submits that claims 16-19, when considered together with the recitations of claim 15, also should be allowed.

Referring to independent claim 20, the claim is amended to recite a method for visually monitoring a predetermined location within a mobile platform, including "...using said electronics subassembly to convert said streaming video signal into a format suitable for transmission over an existing telephone system of the mobile platform to which the electronics subassembly is retrofitted; and sending the converted signal to the telephone system for transmission to the base station."

Anthony et al. do not describe an existing telephone system on a mobile platform. Applicant submits that claim 20 as amended should be allowed.

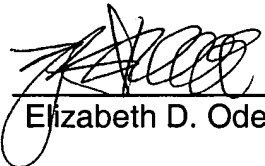
Claims 21-23 depend from claim 20. Applicant submits that claims 21-23, when considered together with the recitations of claim 20, also should be allowed.

#### CONCLUSION

It is believed that all of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. Applicant therefore respectfully requests that the Examiner reconsider and withdraw all presently outstanding rejections. It is believed that a full and complete response has been made to the outstanding Office Action, and as such, the present application is in condition for allowance. Thus, prompt and favorable consideration of this amendment is respectfully requested. If the Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at (314)-726-7521.

Respectfully submitted,

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